The entire Bharat Nirman Programme has been web enabled with details of the individual schemes, State-wise, including Maharashtra, with the physical and financial status being updated in the web site of Bharat Nirman. The Committee on Rural Infrastructure chaired by the Prime Minister (in which the Deputy Chairman Planning Commission is the Member—Convener) is monitoring Bharat Nirman programme.

Public transport to decongest cities

359. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that the public transport is the only solution to decongest cities like Hyderabad;

(b) if so, the steps taken in this direction so far during the last three years;

(c) whether his Ministry is encouraging wide spectrum of other proven transport technologies successfully operating in other parts of the world;

(d) if so, the study done by Government in this regard; and

(e) the action plan prepared for each city so far, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Efficient, comfortable, reliable and affordable public transport and non-motorized modes are best solutions to decongest cities including Hyderabad.

(b) In order to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, etc. within the cities, Government has approved National Urban Transport Policy (NUTP) in April, 2006. The Policy provides guidelines and incentives to the States/cities to design their urban transport strategies. The Government is providing Central financial assistance for urban transport projects through various schemes like Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Scheme of Ministry of Finance for financial support to Public Private Partnership in Infrastructure and budgetary support, etc.

(c) As per NUTP 2006, the Government is encouraging all proven

urban transport technologies, e.g. Metro Rail and Bus Rapid Transit System (BRTS) etc. depending upon what best suits different local situations.

(d) and (e) Urban transport is a State subject. Furthermore needs for each cities are different. Further, as such the studies are conducted by different cities/State Governments and proposals submitted to the Government of India, if Central financial assistance is required.

Accidents in the country on NHs

360. SHRI M.V. MYSURA REDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the State-wise/National Highway-wise details of accidents that occurred in the country particularly on NH-9 and NH-18;

(b) the reasons for not converting the two NHs into four lane roads so far;

(c) whether Government have formulated any plan in this regard;

(d) if so, the details of funds allotted by Government during the year 2006-07; and

(e) by when the above National Highways are to be converted into four lane?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS(SHRI K.H. MUNIYAPPA): (a) State-wise details of road accidents occurred on National Highways in the country during 2005 (latest available) are enclosed at Statement (*See* below). However, National Highway (NH)-wise details of road accidents are not available.

(b) and (c) NH-9 starts from Pune in Maharashtra passes through Karnataka and terminates at Machilipatnam in Andhra Pradesh and is having a total length of 873 km. NH 18 starts from Chittoor are terminates at Kurnool in Andhra Pradesh and is having a total length of 360 km. Four-laning of NH-9 an NH-18 is being considered in a phased manner depending upon traffic requirements and availability of funds.Out of the total length of 873 km of NH-9, a length of 143 km is already 4/6